

**WELCOME !**

**Interstate 90 (I-90)  
Improvements Study**  
From I-190 to IL Route 43 (Harlem Avenue)

**Public Information  
Meeting**  
*Holiday Inn Chicago O'Hare*  
**Tuesday, March 26, 2013**

 **INTERSTATE 90**  
I-190 to IL 43

 **Illinois Department  
of Transportation**

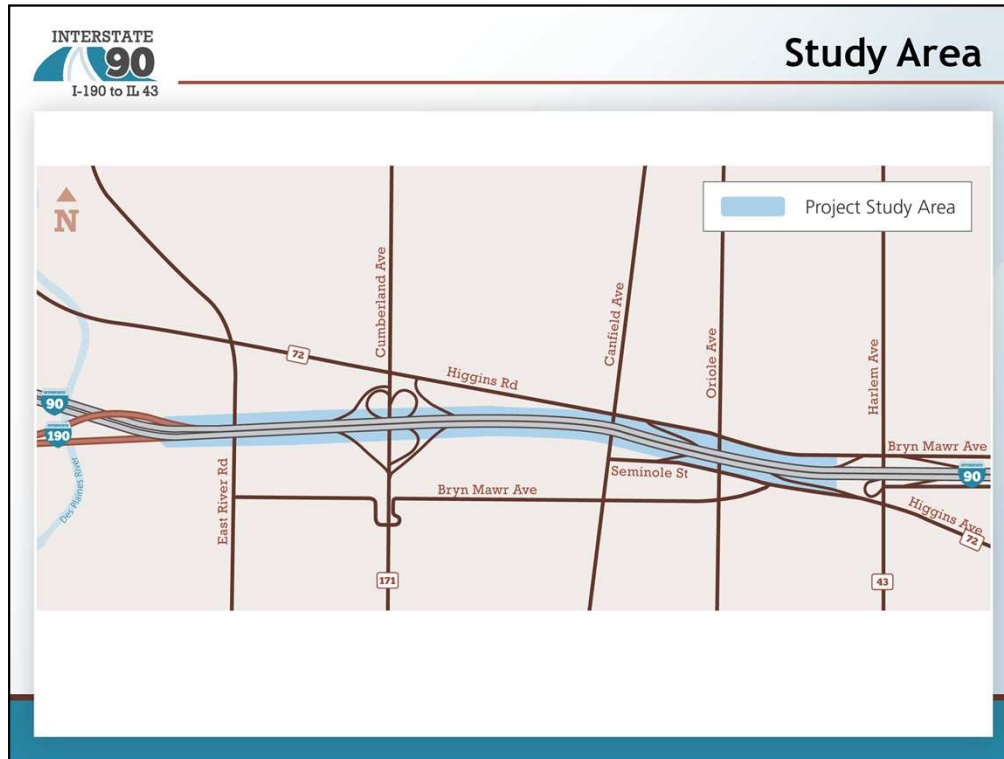
The Illinois Department of Transportation (IDOT) welcomes you to this public meeting to discuss the study of potential improvements to Interstate 90 between I-190 and Harlem Avenue.



- Introduce project
- Identify study team members
- Explain study process and schedule
- Present issues, concerns, and needs for the corridor
- Discuss next steps




The purpose of tonight's meeting is to introduce the project, identify study team members, explain the study process and schedule, as well as present the issues, concerns, and needs for the corridor. Next steps, including future opportunities for your input, will also be discussed at this meeting.



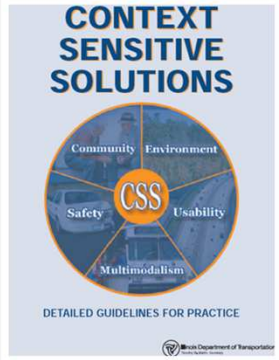
The I-90 study area begins at the junction with I-190 to the west and ends at Illinois Route 43, or Harlem Avenue, to the east -- a distance of approximately 2 miles. The corridor is in Cook County and has four adjacent communities: Chicago, Harwood Heights, Norridge, and Park Ridge. There are interchanges at Cumberland Avenue and at Canfield Avenue, as well as multi-modal transit hubs at Cumberland Avenue and at Harlem Avenue.

This section of I-90 experiences major congestion due to the merging and diverging of two major highways (I-90 and I-190) and the presence of a busy interchange at Cumberland Avenue. At the eastern end of the project, Harlem Avenue is a major traffic generator which contributes to congested conditions. In addition to these existing issues, the Illinois Tollway is adding capacity to I-90 northwest of the study area. This could lead to an increase in traffic volumes both on the Tollway and in the project corridor.

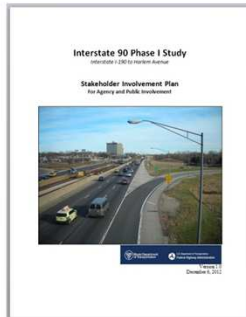
The purpose of the I-90 Improvements Study is to improve safety and traffic operations , as well as provide an appropriate transition between the Tollway and the Kennedy Expressway. The study will also be coordinated closely with other ongoing projects, such as IDOT's I-190 Cumberland Flyover project and the Tollway's I-90 add-lanes project, to improve mobility and safety in and around the study area. IDOT has previously completed a feasibility study for the project area, which will serve as a guideline for this study.



## Context Sensitive Solutions (CSS)



*IDOT's CSS Process is designed to solicit and consider input from stakeholders.*

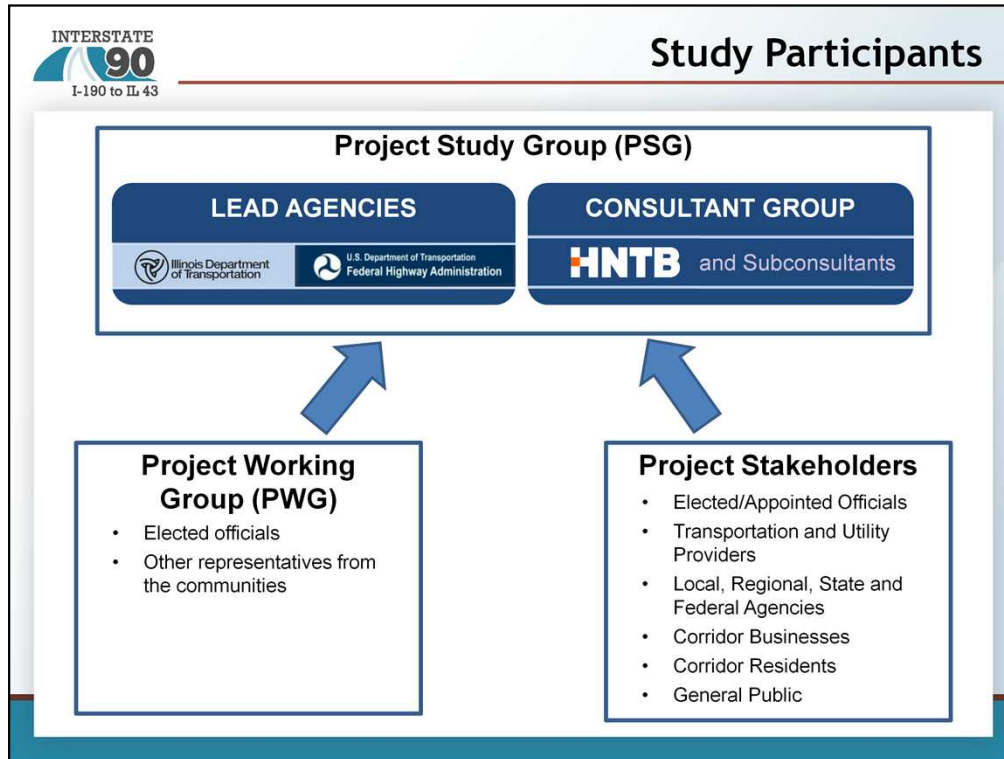


*The SIP explains the stakeholder involvement process.*

Public and stakeholder input will be important to help shape the project and this will be achieved using the principles of IDOT's Context Sensitive Solutions, or CSS, process for public involvement.

The purpose of CSS is to promote meaningful participation from project stakeholders in the transportation decision-making process. To accomplish this task, IDOT will proactively encourage stakeholder input. IDOT will consider this input, along with the results of the technical analysis, as it makes final decisions related to the project.

The study team has developed the Stakeholder Involvement Plan, or SIP, which explains opportunities for involvement, outreach tools, and timing of public involvement activities. Several copies of this document are available tonight in the Exhibit Room.



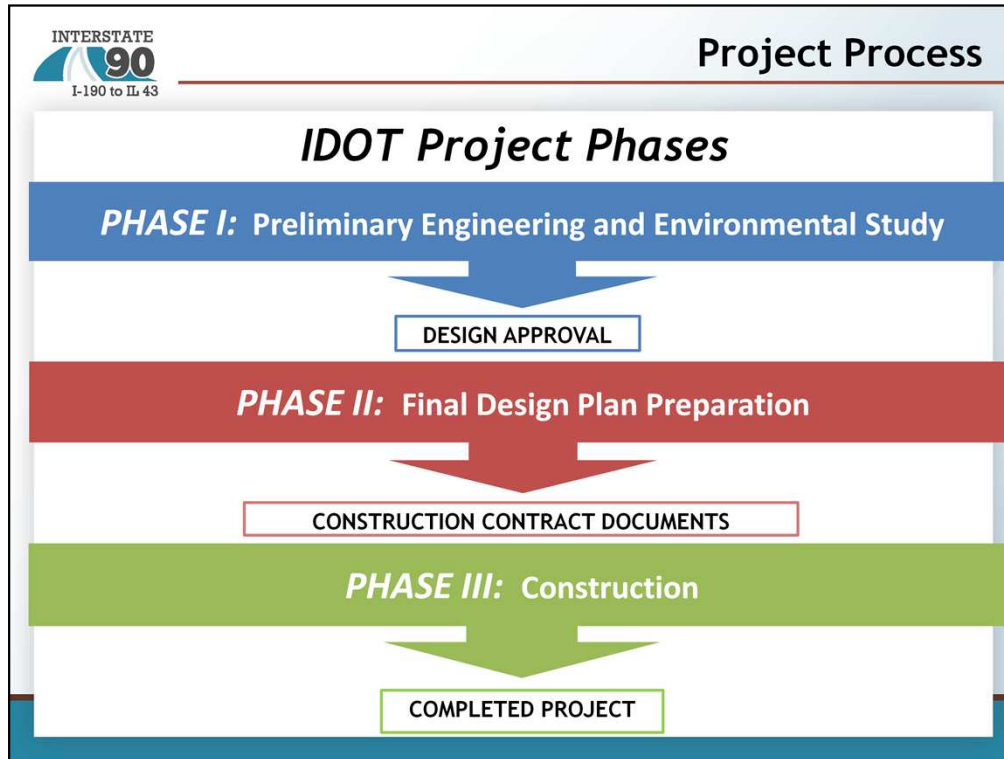
There will be a wide cross-section of participants involved in the development of the I-90 improvements study.

The Illinois Department of Transportation, or IDOT, and the Federal Highway Administration will act as joint lead agencies and serve as the ultimate decision makers for the project.

The consultant team will be led by HNTB Corporation. IDOT and its consultant team will perform engineering and environmental studies and coordinate public involvement efforts. Together, the Lead Agencies and the Consultant Group make up the Project Study Group, or PSG.

IDOT realizes that feedback from potentially affected communities is important to ensuring that IDOT proposals are consistent with community goals and objectives. To assist with the development of the I-90 study, IDOT has created a Project Working Group, or PWG. The PWG consists of the chief elected officials or their representatives from the communities within the study corridor. The purpose of the PWG is to represent the views of the communities and provide input to the study process.

A stakeholder is defined as any person or organization which has a direct stake in the project being considered. Stakeholders can include residents and landowners near a project, advocates for policy, community and historic interests, elected officials, government agencies, and many others. People who will be affected by a project every day should be able to provide input on its goals and considerations, and this is why IDOT is actively seeking your comments and ideas on the I-90 improvements study.

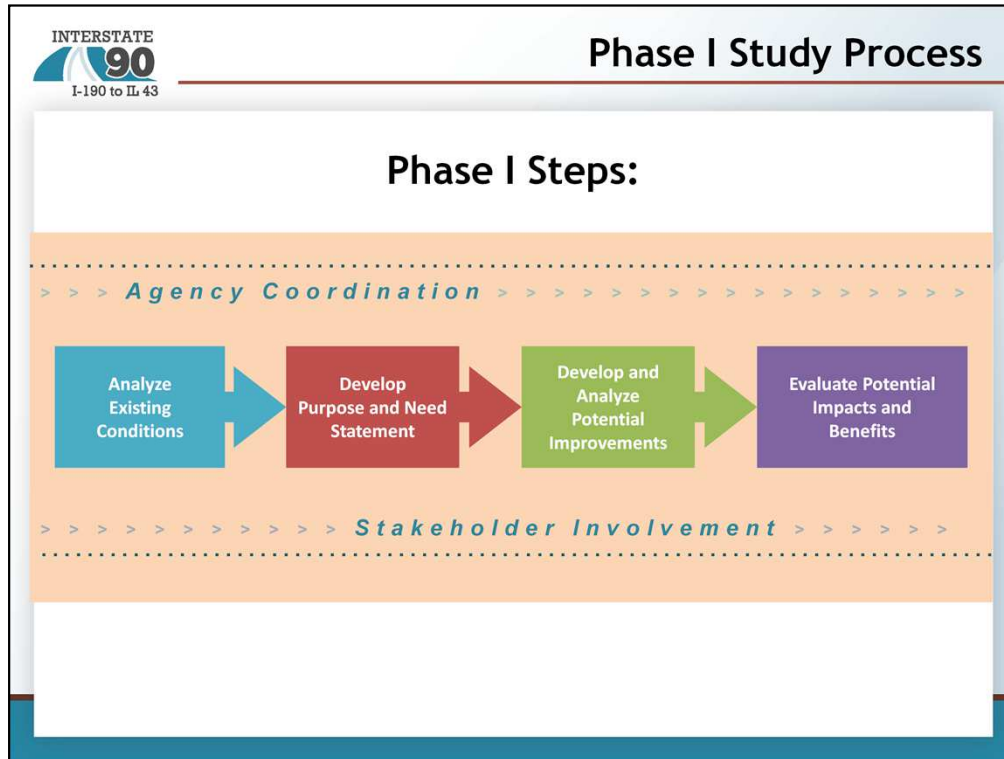


During the course of this study, you will hear reference to the 3 “phases” of IDOT projects. What are these phases, and what do they mean?

Phase I is known as the preliminary engineering and environmental study phase. In general, Phase I studies are conducted to ensure that transportation projects are consistent with Federal and State policies and criteria, as well as local goals and objectives. Phase I includes preparation of an engineering report which contains the results of the environmental and engineering analyses. Phase I is complete once design approval is obtained from the Federal Highway Administration.

Phase II, or final design can then begin. Phase II includes the preparation of final design plans, construction specifications, and a detailed construction cost estimate. Land acquisition, if needed, is also completed during Phase II.

Once funding for construction is secured, Phase III, or the actual construction of the project, may begin.



The I-90 improvements study process includes several important and interrelated steps. Opportunities for stakeholder involvement and agency coordination are provided throughout the entire process.

The first step in the study process is to analyze existing conditions, including transportation deficiencies, as well as stakeholder goals and objectives.

The next step is to develop the Problem Statement and Purpose and Need Statement. The problem statement summarizes the issues and concerns identified in step 1. The Purpose and Need is a detailed explanation of why a project is needed, and it is developed by combining the problem statement with detailed technical analysis and public input.

The third step in the study process is to develop and analyze potential solutions to the identified transportation issues. This step will utilize the Purpose and Need as a guideline for developing possible improvements.

The fourth and final step in the process is to evaluate the potential impacts and benefits of the recommended improvements.

### What has been done so far:

- ✓ Data collection
- ✓ Meetings with communities and agencies
- ✓ Identify goals and objectives
- ✓ Identify issues and concerns
- ✓ Identify deficiencies



As mentioned earlier, the I-90 improvements study is in its early stages. Tonight's public meeting is being held to formally "kick-off" the study process and the public involvement activities. Prior to tonight, the study team has been working hard to develop a better understanding of the study area. This slide contains an overview of activities completed to date. These activities include data collection; stakeholder coordination to identify goals, objectives, issues, and concerns; and identification of transportation deficiencies within the corridor. The next few slides will discuss each of these items in more detail.



### Issues and Concerns:

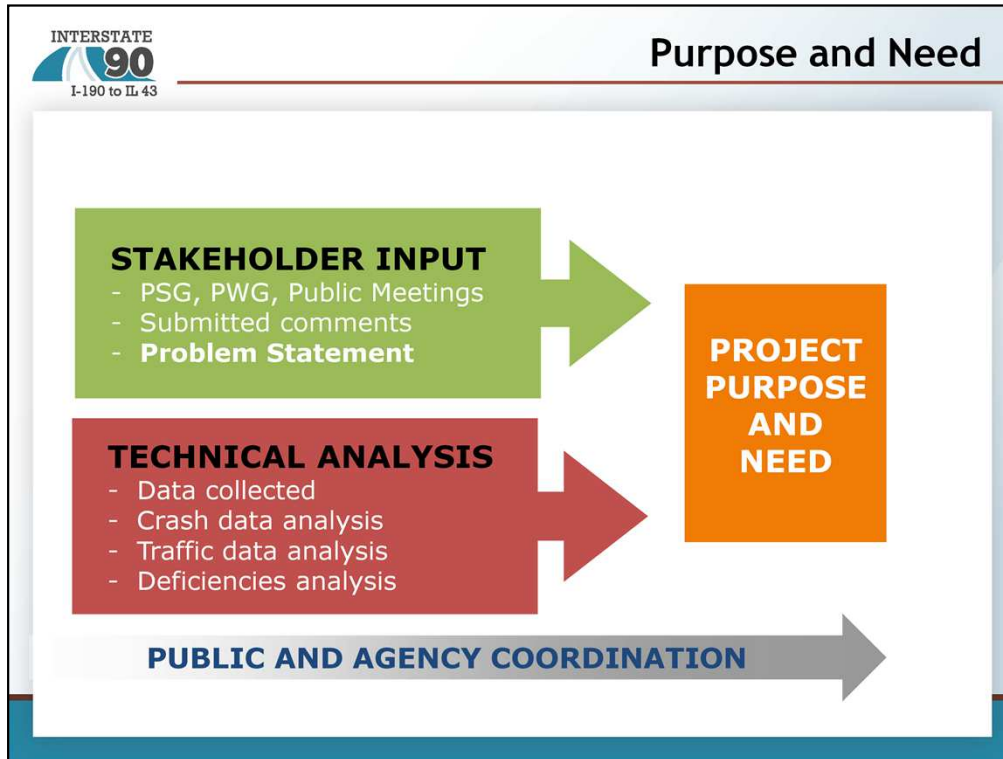
- Safety
- Congestion/Capacity
- Traffic operations
- Multi-modal coordination
- Noise
- Adjacent improvements coordination



### Goals and Objectives:

- Improve safety
- Reduce congestion and improve traffic flow
  - Could improve access to existing transit hubs
- Minimize negative environmental effects

One of the primary outcomes of the stakeholder coordination completed to date was the identification of issues and concerns of the communities. These items—which are summarized on this slide—include a variety of concerns ranging from safety to environmental issues such as traffic noise. Once the issues and concerns were identified, the study team worked to establish specific goals and objectives.



The issues and concerns will be summarized in a project Problem Statement with input from the Project Working Group. Then the Purpose and Need statement will be developed, combining the Problem Statement with goals and objectives for the project and technical analysis of the corridor deficiencies. Using the input received from the Project Study Group, project stakeholders, and the Project Working Group, the study team will develop and then finalize the Purpose and Need statement.

### Safety

- Crash history

### Traffic Operations

- Merge/diverge
- Weaving
- Level of Service (LOS)



Two main types of deficiencies were identified through the study team's technical analysis:

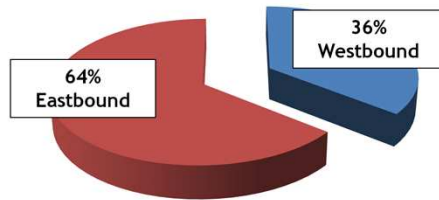
- The first deficiency identified is Safety
- The second deficiency identified is traffic operations

The following slides discuss more details associated with each identified deficiency.

### Crash History:

Data collected for 2007-2010

Total of **1,083** crashes in study area,  
approximately *1 crash every 1.5 days*



62% of crashes were  
rear end crashes

150 injuries  
4 fatalities

To determine what kinds of safety deficiencies may be present, it is helpful to review historical crash data along the roadway. Crash data was collected for the years 2007 through 2010. A total of 1,083 crashes occurred in the study area during those 4 years. This is the equivalent of a crash every 1-1/2 days.

64% of the crashes occurred on the EB side and 36% occurred on the WB side of I-90. The higher percentage of eastbound crashes could have been caused by the I-190 and Cumberland Avenue ramp configurations.

The predominant type of crash that occurred was a rear-end crash, accounting for over 60% of all the crashes. This type of crash is normally due to congested conditions and vehicles weaving and merging in and out of the congestion.

150 injuries and 4 fatalities occurred in the study area during the same 4 years.

## Need Element: Improve Traffic Operations

### Traffic Operations:

- I-190/I-90 merge/diverge
- Eastbound access to Cumberland Ave interchange
- Other ramp junctions



[Add LOS Data]

Traffic operations is the 2<sup>nd</sup> Need point that needs to be addressed by the study. Within the project corridor, the operations of the I-190/I-90 merge/diverge and the Cumberland Ave Interchange – which both carry high volumes of traffic and are closely spaced – have been identified in particular.

The I-190 / I-90 merge for eastbound traffic and diverge for WB traffic are areas of concern that need to be studied to develop improvements for the motoring public.

Eastbound access to the Cumberland Road interchange is currently an issue between the lane drops from Interstate 190 at Cumberland with the continually backed up traffic from I-90 heading to Chicago. The Cumberland lane drops are sometimes not congested when I-90 is which causes dangerous conditions as vehicles weave in and out to try to gain a few seconds of time and are then forced to merge back into the congestion of I-90.

Several other ramps that enter or exit I-90 cause mainline traffic to slow down for these entering and exiting vehicles.

[Add specific LOS info]

### Types of Environmental Studies:

- Air Quality
- Wetlands/Streams
- Cultural Resources
- Traffic Noise



Federal requirements and IDOT's environmental review policies require a detailed look at the potential environmental impacts of any proposed transportation improvements. The environmental review will evaluate things such as air quality, wetlands, streams and cultural resources to determine if the project could negatively affect them.

A detailed study of traffic noise will also be completed. If noise impacts are identified, the study team will look at ways to mitigate them. The viewpoints of the benefited receptors will be solicited to determine the desire for implementation of a noise abatement measure.



The I-90 study is in the early stages. During the next several months, the study team will work with various stakeholders to finalize the purpose and need statement, as well as to develop and analyze potential solutions to the transportation problems within the study corridor. Once the recommended improvements are identified, the study team will complete the evaluation of their potential impacts and benefits. This information will be presented at a Public Hearing later this year. The study will then be finalized to get project design approval.

The I-90 improvements project is currently funded through Phase II or final design. It is anticipated this will start in early 2014.

Construction funding has not yet been identified.

### We want to hear from YOU!

- Place comments on aerial maps
- Talk with study team members
- Submit comment sheets
- Phone or email IDOT at:

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201 W. Center Court  
Schaumburg, IL 60196  
Email: Marie.Glynn@Illinois.gov  
Phone: (847) 705-4073

**\*Please submit comments by April 9, 2013 so that we may include them in the meeting summary.**

Now it is your turn to get involved. IDOT wants to understand your comments and concerns for this study area. Your participation and feedback is important to us.

After this presentation, please visit the exhibit area to talk to study team members about the I-90 improvements study. This room has exhibits and a large-scale aerial map showing the project corridor and study area. We encourage you to identify any issues or concerns by jotting it down on a provided post-it note and placing it at the appropriate location on the map.

Your questions or thoughts can also be written down on a project comment form. Comment forms are available at tonight's meeting. Once the comment forms are completed, please submit them before you leave or take them with you and submit them later.

IDOT welcomes project-related comments at any time. However, in order to be included as part of the meeting summary, we ask that you send any comments by April 9, 2013.



**THANK YOU for  
taking an active role  
in the planning  
process!**



Thank you again for taking an active role in the planning process!

Please now go to the exhibits room next door to view the exhibits and talk to the study team members.